

ANNUAL REPORT

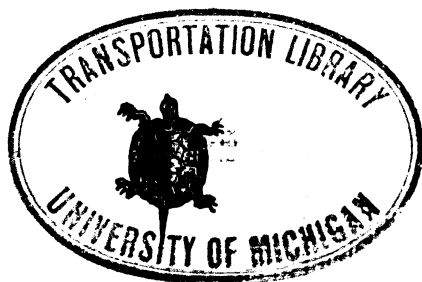
*of the*

**Detroit & Mackinac**

**RAILWAY COMPANY**

INCLUDING

**Traffic Reports *of the Road***



*for the* Fiscal Year Ending June 30th

===== 1907 =====



ANNUAL REPORT  
*of the*  
**Detroit & Mackinac**  
RAILWAY COMPANY

INCLUDING  
Traffic Reports *of the Road*



*for the* Fiscal Year Ending June 30th

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## *DIRECTORS AND OFFICERS.*

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### *BOARD OF DIRECTORS.*

JAMES D. HAWKS,	-	-	-	-	Detroit, Mich.
HENRY K. McHARG,	-	-	-	-	Stamford, Conn.
EDWARD H. BONNER,	-	-	-	-	New York, N. Y.
AMEDE D. MORAN,	-	-	-	-	New York, N. Y.
WALTON FERGUSON,	-	-	-	-	Stamford, Conn.

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### *OFFICERS.*

JAMES D. HAWKS, President and General Manager, Detroit, Mich.  
GEORGE M. CROCKER, Vice-Pres., Aud. and Pur. Agt., Detroit, Mich.  
CHAS. B. COLEBROOK, Secy-Treas., 40 Wall Street, New York, N. Y.  
JAMES McNAMARA, General Attorney, Detroit, Mich.  
C. W. LUCE, General Superintendent, East Tawas, Mich.  
H. S. WATERMAN, Chief Engineer, East Tawas, Mich.  
T. G. WINNETT, General Freight and Passenger Agent, Bay City, Mich.

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**General Office, No. 514-518 Majestic Building, Detroit, Mich.**

# REPORT OF THE PRESIDENT TO THE STOCKHOLDERS OF THE DETROIT & MACKINAC RAILWAY COMPANY.

Detroit, Mich., September 23, 1907.

Gentlemen:

During the year the road suffered from the prevailing car shortage. It is comforting to know that we took care of our customers as well as any road in Michigan. Expenses have been very high during the year, but it is expected we have reached high water mark in this direction.

The total earnings for the year of \$1,311,274.80 show an increase of \$156,448.34. Car Trust Notes were paid to the amount of \$80,000.00, leaving still to pay \$240,000.00. Three heavy locomotives were bought and paid for early in the year; 1,000 tons of 85-pound steel rail were used in main track, and the lighter rail released was used as usual on logging branches and on the Hillman Branch. Work on the Hillman Branch, west of Alpena, has been going along with a view of having 10 miles of the branch in operation early in 1908, at the time the new Huron Portland Cement Co. is ready for the shale, for the hauling of which the branch is being constructed. The Cement company expects to have its 3,000-barrel plant in operation by February 1, 1908. This branch should be extended in the near future to Hillman to serve a fine farming country, and for the gravel and for the timber.

While forest products still give us a large tonnage, they now comprise only 47.55 per cent. of our freight business, as against 53.41 per cent. last year, and 91.45 per cent. for the year ending June 30, 1896.

A two cent a mile bill was passed by the Legislature at its last session. While the D. & M. Ry. is exempt from the direct provisions of the bill, the Michigan Central R. R. is obliged to reduce its fare to two cents a mile on its Mackinac Division. This obliges us to use the two cent rate for through business between Bay City and Cheboygan. The effect will be to reduce our passenger earnings, as no one believes the Legislature was in earnest in making the claim that reduced fares would increase travel enough to make up for the lower charge per mile. We can, however, take off some passenger trains and thus minimize the loss.

The State continues to collect in taxes nearly twice the amount paid our stockholders each year. Taxes for current year are \$81,261.79, and dividends to the stockholders of the road \$47,500.00.

At a hearing before the State Tax Commissioners at Lansing, on February 5, 1907, attention was called to the grossly inaccurate report

on the value of the physical property of the railroad, called Prof. Cooley's report. This report gives an excessive valuation on the Right of Way and Station Grounds, on the Grading, on the Rails, on the Track Fastenings, on the Ballast, on the Tracklaying and Surfacing, on the Fencing, and, in fact, on nearly every item of the report, and makes the mistake of treating such items as ballast and track laying and surfacing as permanent improvements.

After giving excessive values on nearly all items and putting in thousands of dollars for miscellaneous structures and miscellaneous equipment, the report goes on to add four per cent. to the total for engineering, and one-half of one per cent. for legal expenses, and to this new total three per cent. for interest and one and one-half per cent. for organization, and then to this total ten per cent. for contingencies.

Attention was called to Item 22—"Grain Elevators," \$334,469.00. This item, with the various additions, amounts to more than \$400,000.00, and the Commission was asked to reduce the assessment by that amount, as the road never had any grain elevators.

They took off \$100,000.00. The Commission refused to give any information as to what they considered the value of the physical property or the non-physical, but assess the road at nearly double the value of its property. It is hoped we may get some relief from the courts when we are able to properly bring the matter before them. We can at least let the people know that railroads are not paying taxes the same as other property, but in the case of the D. & M. Ry. nearly twice as much as other property.

Yours very truly,

J. D. HAWKS,  
President and General Manager.





# DETROIT & MACKINAC RAILWAY COMPANY.

## AUDITORS' OFFICE.

Detroit, Mich., September 15, 1907.

J. D. HAWKS, ESQ.,

President and General Manager:

Dear Sir:—I herewith submit statements of the general accounts and tables showing the result of operation of the Detroit & Mackinac Railway Company for the fiscal year ending June 30, 1907, as follows:

TABLE A—Condensed Balance Sheet.

TABLE B—Income Account.

TABLE C—Particulars of Bonded Debt.

TABLE D—Earnings and Expenses by years.

TABLE E—Earnings and Expenses by months.

TABLE F—Operating Expenses.

TABLE G—Mileage.

TABLE H—Classification of Freight Tonnage.

TABLE I—Statistics for the year.

TABLE J—Rolling Stock.

TABLE K—Logging Branches, Spurs and Sidings built.

Respectfully,

GEORGE M. CROCKER,

Auditor.

**TABLE — A.**  
**DETROIT & MACKINAC RAILWAY COMPANY.**

**CONDENSED BALANCE SHEET, JUNE 30, 1907.**

**Assets.**

**Liabilities.**

Cost of Road and Equipment.....	\$5,533,379 16	Capital Stock { Common .....	\$2,000,000 00
Equipment Trust .....	240,000 12	{ Preferred .....	950,000 00
Material and Supplies on hand.....	102,297 86	{ First Lien Bonds.....	1,500,000 00
Open Construction and Operating Accts.....	10,748 96	{ Mortgage Bonds .....	1,500,000 00
Treas. Detroit & Mack. Ry { First Lien Bonds..	450,000 00	Interest accrued but not due.....	7,666 67
{ Mortgage Bonds...	250,000 00	Taxes for 1907—accrued but not due.....	40,235 07

**Current Assets.**

**Current Liabilities.**

Cash on hand .....	\$ 4,186 42	Audited Vouchers and Pay Rolls. \$	150,762 01
Due from Station Agents.....	18,351 24	Coupon Account (per contra).....	46,160 00
Due from Companies and Individuals	22,552 74	Notes Payable .....	240,827 84
Coupon Account (per contra)...	46,160 00	Equipment Trust Notes.....	240,000 12
Traffic Balances .....	19,299 83		—————\$ 677,749 97
Insurance paid in advance.....	84 37	Profit and Loss Account.....	21,408 99
	<u>\$ 110,634 60</u>		<u>—————</u>
	\$6,697,060 70		\$6,697,060 70

## TABLE - B.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1907.

Gross Earnings .....	\$1,311,274 80
Operating Expenses .....	1,010,092 40
Net Earnings .....	\$ 301,182 40
Less	
Interest on Funded Debt.....	\$92,000 00
Dividend on Preferred Stock.....	47,500 00
Taxes .....	81,261 79
Interest on Car Trust and Other Notes....	25,538 22
Hillman Branch .....	40,020 12
Other Items .....	9,628 97
	295,949 10
Surplus for year ending June 30, 1907.....	\$ 5,233 30
Surplus for year ending June 30, 1906.....	16,175 69
Balance.....	\$ 21,408 99

## TABLE - C.

## PARTICULARS OF BONDED DEBT.

Class of Bonds	Amount Outstanding	INTEREST		Interest Accrued during year	Principal Due
		Rate	When Payable		
First Lien	\$1,050,000 00	4%	June and December	\$ 42,000 00	June 1, 1995
Mort.	1,250,000 00	4%	June and December	50,000 00	June 1, 1995
	\$2,300,000 00			\$ 92,000 00	

TABLE - D.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## EARNINGS AND EXPENSES BY YEARS.

## EARNINGS.

	1903	1904	1905	1906	1907
	Amount	Per Cent	Amount	Per Cent	Amount
Freight .....	\$682,269.79	71.54	\$697,280.94	71.05	\$820,486.78
Passenger .....	215,235.91	22.57	224,413.96	22.87	263,778.94
Mail .....	22,988.22	2.41	25,387.20	2.59	26,689.80
Express .....	6,545.65	.68	8,073.56	.82	8,716.47
Other Sources .....	26,668.66	2.80	26,159.17	2.67	35,154.47
Total .....	\$953,708.23	100 %	\$981,314.83	100 %	\$1,154,826.46
				100 %	\$1,311,274.80

## EXPENSES.

	1903	1904	1905	1906	1907
	Amount	Per Cent	Amount	Per Cent	Amount
Maint. Way and Structures .....	\$157,693.07	27.35	\$171,771.06	28.48	\$200,382.74
Maint. Equipment .....	86,091.05	14.99	108,796.32	18.04	259,394.25
Conducting Transportation .....	305,879.35	53.04	297,885.80	49.39	384,235.97
General Expense .....	26,986.40	4.62	24,704.25	4.09	29,120.89
Total .....	\$576,649.87	100 %	\$603,157.43	100 %	\$873,133.85
Net Earnings .....	377,058.36	39.54	378,157.40	38.54	281,692.61
Taxes .....	90,493.91	9.49	70,380.03	7.17	78,538.91
Net Earnings, less Taxes ..	286,564.45	30.05	307,777.37	31.37	203,153.70
				100 %	\$1,010,092.40
				100 %	\$1,182.40
				6.80	81,261.79
				17.59	219,920.61
					21.77

# TABLE — E.

## DETROIT & MACKINAC RAILWAY COMPANY.

### STATEMENT OF EARNINGS AND EXPENSES BY MONTHS FOR FISCAL YEAR ENDING JUNE 30, 1907.

#### EARNINGS.

Earnings	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June
Freight .....	\$65,795.08	\$74,655.27	\$75,201.53	\$78,213.15	\$73,931.31	\$71,511.18	\$79,418.61	\$74,179.87	\$93,540.75	\$90,782.31	\$92,263.90	\$76,584.98
Passenger .....	27,733.00	32,012.52	24,801.61	24,306.87	25,561.46	25,394.25	19,429.12	18,092.07	24,247.68	23,176.93	22,174.95	24,130.92
Express .....	584.77	860.67	859.55	802.79	901.81	870.21	844.90	953.59	936.03	1,106.00	708.99	656.51
Mail .....	2,217.46	2,225.77	2,225.77	2,221.00	2,225.77	2,189.13	2,220.97	2,225.77	2,226.77	2,065.77	2,225.77	2,225.77
Miscellaneous .....	1,764.05	3,836.51	2,057.64	121.60	582.95		1,713.07	6,686.39	4,358.49	3,658.07	1,503.62	11,231.50
Totals. ....	\$98,034.36	\$113,590.74	\$105,146.15	\$105,665.41	\$103,203.30	\$99,964.77	\$103,626.67	\$102,137.69	\$125,359.72	\$120,769.08	\$118,877.23	\$114,829.68

#### EXPENSES.

Oper. Expenses	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June
Maint. Way and S ...	\$18,893.88	\$23,243.79	\$22,843.73	\$22,607.91	\$18,459.57	\$16,082.94	\$13,095.29	\$9,878.24	\$15,224.35	\$16,949.23	\$35,590.81	\$36,615.60
Maint. Equipment ...	15,771.36	24,471.13	18,695.40	17,615.81	21,502.19	15,385.23	28,804.31	27,026.61	40,014.87	28,805.97	13,505.86	12,703.62
Cond. Transp'n .....	34,907.22	35,794.75	36,570.49	37,278.23	35,460.16	36,074.03	38,217.12	38,006.53	41,601.53	45,502.44	46,360.33	40,615.36
General Expenses .....	2,217.12	2,556.97	2,228.08	2,222.35	2,629.00	2,360.46	2,348.90	2,417.91	2,435.28	2,304.09	3,634.90	2,456.45
Taxes .....	7,031.63	6,999.80	7,106.67	7,026.92	7,101.57	6,964.93	6,536.46	6,500.00	6,493.81	6,500.00	6,500.00	6,500.00
Totals. ....	\$78,821.21	\$93,071.44	\$86,944.37	\$86,751.23	\$85,152.49	\$77,467.59	\$89,002.08	\$83,829.29	\$105,769.84	\$100,061.73	\$105,591.90	\$98,891.03
Net Earnings .....	\$19,263.15	\$20,519.30	\$18,201.78	\$18,914.19	\$18,050.81	\$22,497.18	\$14,624.59	\$18,308.40	\$19,589.88	\$20,727.35	\$13,285.33	\$15,938.65
Prop. Exp. to Earnings.	80.36%	81.94%	82.69%	82.10%	82.51%	77.49%	85.89%	82.07%	84.37%	82.84%	88.22%	86.12%

## TABLE - F.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## OPERATING EXPENSES.

## Maintenance of Way and Structures.

	1906	1907
Repairs of Roadway.....	\$123,257 12	\$138,104 45
Renewals of Rails.....		9,587 52
Renewals of Ties.....	28,766 19	33,583 08
Repairs and Renewals of Bridges and Culverts..	12,137 47	16,262 18
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	4,560 21	12,201 30
Repairs and Renewals of Buildings and Fixtures.	15,891 52	26,281 28
Repairs and Renewals of Telegraph.....	2,028 16	2,584 31
Stationery and Printing.....	85 86	166 04
Other Expenses .....	13,656 21	10,220 18
Totals .....	\$200,382 74	\$248,990 34

## Maintenance of Equipment.

Superintendence .....	\$ 6,279 70	\$ 7,061 68
Repairs and Renewals of Locomotives.....	53,995 78	60,201 41
Repairs and Renewals of Passenger Cars.....	61,980 33	54,016 69
Repairs and Renewals of Freight Cars.....	124,450 52	126,459 20
Repairs and Renewals of Work Cars.....	2,147 67	1,970 52
Repairs and Renewals of Shop Mach'y and Tools.	4,331 14	8,084 00
Stationery and Printing.....	136 57	247 27
Other Expenses .....	6,072 54	6,261 59
Totals .....	\$259,394 25	\$264,302 36

## Conducting Transportation.

Superintendence .....	\$ 25,351 96	\$ 30,638 76
Engine and Roundhouse Men.....	70,853 52	80,566 90
Fuel for Locomotives.....	99,950 79	144,965 09
Water Supply for Locomotives.....	4,739 61	5,106 02
Oil, Tallow and Waste, for Locomotives.....	4,404 14	3,880 84
Other Supplies for Locomotives.....	779 88	1,369 59
Train Service .....	57,166 46	61,374 81
Train Supplies and Expenses.....	18,700 01	18,295 80
Switchmen, Flagmen and Watchmen.....	13,243 83	18,365 34
Telegraph Expenses .....	10,144 40	11,299 90
Station Service .....	44,768 60	51,095 06
Station Supplies .....	2,460 05	2,864 59
Switching Charges—Balance .....	10,281 18	9,886 50
Loss and Damage.....	3,247 14	4,127 17
Injuries to Persons.....	2,604 04	3,681 53
Clearing Wrecks .....	1,484 69	1,804 80
Advertising .....	4,181 56	4,310 67
Outside Agencies .....	556 02	1,533 66
Rents of Buildings and other Property.....	2,235 04	2,251 84
Stationery and Printing.....	7,073 05	8,639 69
Other Expenses .....	10 00	329 63
Totals .....	\$384,235 97	\$466,388 19

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## OPERATING EXPENSES—Continued.

## General Expenses.

	1906	1907
Salaries of General Officers.....	\$ 11,800 00	\$ 11,850 08
Salaries of Clerks and Attendants.....	8,921 94	9,664 94
General Office Expenses and Supplies.....	463 69	596 35
Insurance .....	1,955 65	2,013 12
Law Expenses .....	3,539 15	4,195 54
Stationery and Printing .....	913 60	938 38
Other Expenses .....	1,526 86	1,153 10
Totals .....	\$ 29,120 89	\$ 30,411 51
Grand Totals .....	\$873,133 85	\$1,010,092 40

## TABLE - G.

## STATEMENT OF MILEAGE, JUNE 30, 1907.

## Main Line.

Bay City to Cheboygan.....	195.44
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## Branches.

Emery Junction to Rose City.....	31.21
Emery Junction to Prescott.....	11.85
Omer to Au Gres.....	7.95
Lincoln Junction to Lincoln .....	14.38
Various Logging Branches.....	83.30
Total .....	148.69
Total Main Line and Branches.....	344.13
Yard Tracks and Sidings .....	103.18
Total all Tracks .....	447.31

## TABLE — H .

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## CLASSIFICATION OF FREIGHT TONNAGE.

## Products of Agriculture—

	1906		1907	
	Tons	%	Tons	%
Grain .....	10,615	.97	12,241	.83
Flour .....	3,354	.30	3,529	.24
Other Mill Products.....	2,169	.20	2,050	.14
Hay .....	3,364	.30	5,655	.38
Tobacco .....	72	.01		
Fruits and Vegetables.....	11,647	1.04	14,642	.99

## Products of Animals—

Live Stock .....	5,253	.48	5,107	.35
Dressed Meats .....	1,094	.10	507	.03
Other Packing House Products...	1,134	.10	955	.07
Poultry, Game and Fish.....	1,340	.12	1,057	.07
Hides and Leather.....	7,569	.68	9,568	.65
Wool .....	57	.01	112	.01

## Products of Mines—

Anthracite Coal .....	1,062	.10	11,163	.76
Bituminous Coal .....	62,058	5.60	109,694	7.42
Stone, Sand and other like articles	262,783	23.61	425,445	28.78
Salt .....	926	.09	848	.06

## Products of Forests—

Lumber .....	122,158	11.02	167,708	11.35
Forest Products other than L'mb'r	470,276	42.39	535,125	36.20

## Manufactures—

Petroleum and other Oils.....	2,329	.21	2,714	.18
Sugar .....	1,596	.15	3,855	.26
Iron—Pig and Bloom.....	473	.05	1,508	.10
Other Iron and Machinery.....	7,343	.67	6,598	.46
Cement, Brick and Lime.....	25,674	2.33	47,517	3.21
Agricultural Implements .....	568	.05	503	.03
Wagons, Carriages, Tools, etc....	310	.03	490	.03
Wine, Liquor and Beer.....	1,938	.18	896	.05
Household Goods and Furniture..	1,559	.15	1,201	.08
Merchandise .....	62,384	5.64	61,199	4.13

## Miscellaneous—Other Commodities not mentioned above .....

	37,950	3.42	46,563	3.14
Totals .....	1,109,055	100 %	1,478,450	100 %



TABLE - I.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## PASSENGER STATISTICS.

	1906	1907
No. of Passengers Carried.....	327,592	379,601
No. of Passengers carried one mile....	11,991,009	13,779,315
No. of Passengers carried one mile per mile of road.....	34,933	40,041
Av'ge dist. each pass'r carried (miles)..	36.60	36.299
Total Passenger Revenue.....	\$ 258,222.40	\$ 284,343.85
Average amt. received from each Pass.	.78.824	.74.906
Average Receipts per Pass. per mile....	.02.153	.02.064
Total Passenger earnings .....	299,185.21	327,692.92
Passenger earnings per mile of road...	871.60	952.24
Passenger earnings per train mile.....	60.499	65.891
Average No. Passengers per train mile..	24	28

## FREIGHT STATISTICS.

No. Tons car'd of frgt. earning revenue.	1,109,055	1,478,450
No. Tons carried one mile.....	94,088,608	122,341,737
No. Tons carried 1 mile per mile of road.	274,103	355,510
Av'ge distance haul of 1 ton (miles)...	84.84	82.75
Total Freight Revenue .....	\$ 816,689.11	\$ 939,086.47
Av'ge am't rec. for each ton of freight.	73.638	63.518
Average receipts per ton per mile.....	.00.868	.00.768
Total Freight Earnings .....	\$ 820,486.78	\$ 946,067.99
Freight earnings per mile of road.....	2,390.28	2,749.16
Freight earnings per train mile.....	2.19.415	2.41.175
Ave. No. of Tons per train mile.....	251.61	311.87
Ave. No. of Tons per loaded car mile...	18.46	20.31
Ave. No. of Cars per train mile.....	21.51	24.51

## PASSENGER AND FREIGHT STATISTICS.

Passenger and Freight Revenue.....	\$1,074,911.51	\$1,223,430.32
Pass. and Frt. Revenue per mile of road	3,131.41	3,555.14
Passenger and Freight earnings .....	1,119,671.99	1,273,760.91
Pass. and Frt. earnings per mile of road	3,261.87	3,701.39
Gross earnings from operation.....	1,154,826.46	1,311,274.80
Gross earnings from oper. per mile of rd.	3,364.29	3,810.41
Gross earnings from oper. per train mile	152.042	168.323

## OPERATING STATISTICS.

Operating Expenses .....	\$ 873,133.85	\$1,010,092.40
Operating Expenses per mile of road...	2,543.65	2,935.21
Operating expenses per train mile.....	1.14.96	1.29.617
Income from operation.....	281,692.61	301,182.40
Income from operation per mile of road.	820.64	875.20
Ratio of Expense to Earnings.....	.74.61%	77.03%

TABLE—J.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

## EQUIPMENT.

## Locomotives—

	1906	1907
Passenger .....	13	13
Freight .....	15	17
Switching .....	2	2
Totals .....	30	32

## Passenger Cars—

First Class .....	29	29
Combination .....	5	5
Parlor .....	2	2
Cafe .....	1	1
Baggage, Express and Postal.....	9	9
Totals .....	46	46

## Freight Cars—

Refrigerator .....	8	8
Furniture .....	35	34
Box .....	548	546
Coal .....	398	398
Flat .....	528	523
Stock .....	99	99
Totals .....	1616	1608

## In Company's Service—

Officers and Pay Cars.....	1	1
Derrick Cars .....	1	1
Caboose Cars .....	11	12
Other Road Cars.....	21	22
Snow Plow .....	1	1
Totals .....	35	37
Total Number of Locomotives owned.....	28	30
Total Number of Locomotives Leased.....	2	2
Total Number of Cars owned.....	1280	1275
Total Number of Cars Leased.....	417	416

## TABLE - K.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

Spurs, Sidings and Branches Built Between July 1, 1906, and July 1, 1907.

	Miles	Feet
Woelks Cedar Yard Track—Alpena.....		345
Black Lake Quarry—Black Lake.....		1,000
Schweikart's Ice House Track—East Tawas.....		985
Wolverine Branch and Cleveland Branch Connection.....		3,390
Spur off Dog Lake Branch.....		1,000
McDade Branch off Wolverine Branch.....	2	740
Spur Maltby Station .....		680
Extension Track No. 8, No. Bay City.....		1,650
Extension Track No. 9, No. Bay City.....		1,788
Hemlock Road Crossing .....		400
Siding at Long Lake—Rose City Division.....		1,600
Cross over—Emery Junction .....		632
Extension of Gates Branch .....		3,185
Tubbs Branch .....	5	3,552
Spur at Maltby .....		700
Siding at Mills Station .....		1,123
Sugar Beet Spur one-half mile South Tawas City.....		700
Gravel Pit four miles North Alpena Junction.....		737
Bark Track—Moench Tannery—Alpena .....		971
Siding at Posen .....		1,856
Spur off Laugh Branch—Cleveland Branch.....		2,092
Spur off Laugh Branch—Cleveland Branch.....		1,010
Saw Mill Spur—Black River.....		363
Spur off Dog Lake Branch.....		4,836
Spur off Prescott and Miller Branch.....		2,820
Extension to Hampshire Road Crossing.....		240
Nichols Spur—Rose City Division .....		591
Gravel Pit—Big Cut .....		1,300
Siding at Bolton .....		2,284
Raupp Branch .....	1	2,600
Side Track off Michigan Ave. Spur—Au Sable.....		350
Gilchrist Branch off Laugh Branch—Cleveland Branch.....	2	800
Spur Track—Whittemore Station .....		343
Beech Spur .....		837
Buza Spur .....		598
Extension McTiver Spur .....		180
Extension Beech Spur .....		200
Interchange—Martin, Embury's Yard—Cheboygan.....		750
Tanbark Spur 2 miles North Hale Lake.....		330
Gardner & Peterman Spur off Black Lake Branch.....		4,521
Huron Portland Cement Co.—Alpena.....		2,250
Spur off McDade Branch.....	1	4,579
Spur off Prescott and Miller Branch.....		834
Hillman Branch .....		1,179
Siding—Ossineke .....		1,223
Elevator Spur—Rose City.....		445
Richardson Lumber Co. Yard—Alpena.....		1,888
Extension Beech Spur .....		330
Goodale & Martindale, 3 4/10 miles North East Tawas.....		280
North Track to Turntable, Alpena Roundhouse.....		371
Huron Portland Cement Co.—Alpena.....		1,713
Northern Extract Co.—Alpena Junction.....		1,151
End Old Main Line—Prescott.....		345
	24	2,027

## TABLE—K. CONT.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

Spurs, Sidings and Branches Taken up Between July 1, 1906, and July 1, 1907.

	Miles	Feet
Page Branch—Cleveland Branch .....		900
Part of Laugh Branch .....		4,500
Spur off Dog Lake Branch.....		2,100
Spur off Martindale Branch—Cleveland Branch.....		3,450
Old Sidings and Part Old Main Line—Black River.....		2,805
Greenbush Gravel Pit .....		2,553
Austin Siding .....		450
Old Mills Spur .....		600
Back end Gilchrist Branch.....		3,120
Marston Branch near Le Grand.....	2	1,950
Griffins Quarry, two miles North Omer.....		1,837
South End Track No. 1, West Bay City Sugar Co.....		536
Cleveland Branch Sand Pit.....		1,080
Spur opposite Cleveland Branch Sand Pit.....		1,080
Portion of Y Siding and First Spur No. Roundhouse—Cheboygan.		1,590
Side Track—Inverness .....		765
North End Tobico Side Track.....		420
Bell Spur—First Spur North Waveland.....		810
Martindale Spur—off Dog Lake Branch.....		510
Spur off East Side of Dog Lake Branch.....		2,410
Benjamin Spur near Rose City.....		650
Lobdell & Bailey Branch—Cleveland Branch.....	2	
North End Side Track Back of Twining Depot.....		225
McGraw Mill—Rose City Division .....		400
Bolton Quarry .....		1,500
Shingle Mill Track—Tower .....		510
Gilchrist Branch off Main Line.....	2	495
Mitchell Track—Millersburg .....		2,205
Side Track—Tawas Beach Club House.....		992
Schweiart's Ice House—East Tawas.....		990
Emery Spur, one and one-half miles north East Tawas.....		695
Siding Old Main Line—Black River.....		679
Back End Aloha Pit Track.....	1	198
Rose City Mfg. Co.'s Mill—Rose City.....		810
Avrill Spur—So. Twining .....		470
Hale Creek .....		344
Handle Mill Track—Alpena .....		600
Patterson Track—Aloha .....		1,191
Kickback Spur, Kimball's Yard—Alpena.....		415
North End Siding—Lincoln Junction.....		1,890
Anker Spur—Rose City Division .....		2,625
Side Track West Side Main Line—Long Lake.....		825
	16	4,655
Summary.		
Spurs, Sidings and Branches Built.....	24	2,027
Spurs, Sidings and Branches Taken Up.....	16	4,655
Net Increase .....	7	2,652





